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and early exploration of the coast of Australia; the early settlement of the continent; the system of transportation of convicts from England; convict risings against the government; the political revolution; the cruel war between the whites and blacks of Tasmania and how Robinson, a Christian bricklayer, alone, through friendship, brought in the native tribes in surrender after 5,000 armed whites had toiled in vain to accomplish this end; the exploration of the interior of Australia; and, lastly, an account of the bushranger, a picturesque but bloody type of bandit. Throughout the book the character of each of the men, whether prominent in exploration, government or brigandage, is brought out clearly and distinctly. The author writes in a fascinating manner. There is not a dull or stupid page in the book.

WILBUR GREELEY BURROUGHS.

EUROPE

The Continent of Europe. By Lionel W. Lyde. xv and 446 pp. Maps, index. The Macmillan Co., New York & London, 1913. \$2. 9 x 5½.

There are few books in English in which the control or influence exerted upon man and his enterprises by geographical relief, climate and other natural factors is so emphasized on every page as in this volume. Professor Lyde has for some fifteen years been a conspicuous writer of texts and books on geographical education. The present volume associates with facts their full geographical significance. It deserves a place in the libraries of all teachers of our study, not only for its explication of the geography of the continent and states of Europe but also as an example of fine geographical method.

Die Lage der Deutschen Grossstädte. Von Dr. Albrecht Penck. 38 pp. *Städtebauliche Vorträge aus dem Seminar für Städtebau an der kgl. tech. Hochschule zu Berlin*, Vol. 5, No. 5. W. Ernst & Sohn, Berlin, 1912. Mk. 2.

In the development of German cities, location plays an important part in two ways. The first is the "Ortslage" or local situation inviting or repelling settlement; the second, the "geographische Lage," geographical location. Local conditions making a favorable *Ortslage* are, for example, a bluff on a navigable river (Cologne, Magdeburg); islands that make a river easily fordable (Berlin, Frankfurt); the mouth of a tributary (Coblenz, Ratisbon), and the like. The "geographical" location comprises the influence of the wider neighborhood, which determines whether many people are likely to be attracted to such a locally favored spot; as, for instance, location on an important line of traffic, or near mineral resources, or other natural advantages. While the *Ortslage*, in most cases, furnished the stimulus for the founding of towns, it was geographical location which decided whether such a foundation was to become a metropolis or remain a small town, and also whether, having once been large, it should remain so always.

From this point of view the author presents to us a very interesting synopsis of the rise and decline of the most important German towns under the influences of local and geographical location. The many old and famous cities on the Rhine were founded as Roman *castra*, wherever there was a good *Ortslage*, by virtue of their geographical location on the left bank of the Rhine, in order to control the conquered territory beyond the river. But later, when the Rhine became a German river, with almost all of Germany east of it, that geographical location ceased to be favorable, and newer cities sprang up on the right bank, often directly opposite the old ones, to compete with them. Only those of the older cities continued to grow, which, in addition to their former advantage, possessed also another whose value began to show under the changed conditions: Cologne, for example, because it is located where the great continental road along the foot of the German Mittelgebirge crosses the Rhine, while Mainz saw her leading position wrested from her by Frankfurt. The great ports of Germany (with the sole exception of Kiel) grew up at the head of ocean navigation on the large rivers, which was the favorable geographical location at the time of their foundation; but now the

favorable location is nearest the coast, so that on all these rivers new ports were built at their mouths creating a strong competition for the older places. In some cases, of which Hamburg is the most striking, permanency of location of large centers may be preserved. In other words, when a city, especially a commercial city, has grown to a certain size, too much capital is invested there to allow matters to go the natural way, so that every effort is made, regardless of cost, to preserve the former rank of the city. Hamburg spent millions on deepening and enlarging her harbor, so that now she has again reduced Cuxhaven to a port of secondary importance. Similarly, Leipzig, when Halle threatened to develop dangerous competition owing to changed political conditions, made the most strenuous efforts to revive her earlier supremacy, and succeeded.

In other cases, where the older city is not strong enough, such a struggle results in the creation of twin cities, such as Bremerhaven and Bremen, Heidelberg and Mannheim. A geographical location which may be called artificial is given whenever the will of a sovereign interferes with the purely geographical conditions. Thus Augsburg and Munich, both controlling important passes across the Alps, were rivals of equal importance all through the Middle Ages, until the rulers of Bavaria made Munich their capital, whereupon it quickly outstripped the sister city. Berlin and Magdeburg are another instance of the same thing. However, if the choice of the ruler is against nature, he will find nature stronger than his will, as was shown in the case of Ludwigsburg *versus* Stuttgart, where the old residence got the better of her new rival.

These few examples must suffice to show the method and points of view of the author, and also to show how interesting the "geography of places" can be when treated in a truly geographical way. M. K. GENTHE.

Germany of To-Day. By Charles Tower. Home University Library. 256 pp. Index. Henry Holt & Co., New York. 50 cents. 7 x 4½.

An unusual exposition of the present status of the German Empire. The early chapters are political in their aspect dealing with the functions and machinery of the Empire and the municipalities. A few chapters consider the aspects of education, the social and intellectual life, with fresh and vigorous treatment. The industrial life of the Empire is treated in two significant chapters, one on manufacturing, the second on agriculture, and together they give the crux of the German situation as it stands to-day. The author brings out well the great increase of manufacturing which is largely a recent development and the rapid decline of agriculture from 80 per cent. of the population at the beginning of the nineteenth century to less than 30 per cent. to-day. The book is to be highly recommended to those who desire a knowledge of the German Empire. ROBERT M. BROWN.

L'Espagne au XXe Siècle. Étude Politique et Économique. Par Angel Marvaud. xiv and 515 pp. Map. Armand Colin, Paris, 1913. Fr. 5. 8 x 5.

Commercial and economic geography is emphasized in this book. Many statistics are given, but as the author constantly insists upon deficiencies in Spanish statistical work, many of his conclusions might be taken with misgivings. He not infrequently contradicts himself and his general attitude towards his subject is that of a Frenchman and critic. Nothing is good in the unfortunate country; not even the climate finds grace. True it is that Spain is not exactly a paradise. The author's characterization of climate and soil as "arid" and not uniformly fertile is unfortunately true. As he says, the coast is not inviting to navigation and the largest streams partake of the nature of torrents rather than of rivers. With such natural drawbacks it is not easy for a people when emerging from nearly eight centuries of foreign rule and four centuries almost without peace to achieve, rapidly, material progress. This should be taken into consideration. Encouragement, not gloom, must be offered Spain, recognition of its efforts to remedy the errors of its past and to improve, even if timidly, the advantages of the present.

Mr. Marvaud signals every effort made in Spain for improvement but never fails to conclude that these efforts are hopeless. The only possibility he